

Progressive Drainage

By Captain R. E. Rose

Referring to the editorial "Look Not An Obstacle" in the Everglades News of February 26, I regret to disagree with the editor in his assumption.

The lock, with its necessary dam and spillway, was to raise the water for navigation through Lake Clark and the shallows in the canal cut by the Everglades drainage commission, through the Loxahatchee ridge. It certainly did hold up to a higher level the waters of the Everglades. If the spillway was built low enough and of sufficient capacity to permit the drainage of Lake Clark, and the Everglades lands surrounding Lake Clark at that time, the lock, dam, and spillway, would have been, as they now are, "a monument to folly."

The facts are, that in order to build the lock and spillway, it was necessary to build a temporary dam above the lock and spillway, holding in waters of the Everglades and of Lake Clark up to 15 to 18 feet, the original level before the canal was cut from Lake Clark into Lake Worth—see level.

Originally, before the drainage was begun under Governor Broward, the Everglades and Lake Clark were at the same level, Lake Clark and the surrounding marsh lands are a part of the eastern Everglades.

The Hillsboro canal had also a dam in it, west of the east coast ridge, and was blown out by residents. While the West Palm Beach lock and spillway were under construction, it was necessary to place sheriff's guards at the temporary dam to prevent its being blown out by residents about Lake Clark, whose lands were being overflowed and crops destroyed.

The only reason for a dam and lock is to impound water above the locks for navigation, or to impound water for a reservoir (a mill pond) for power purposes. "Spillways" are provided to hold the waters of a reservoir at a fixed level; to prevent the overflow of culverts behind the dams or levees; as practiced in Louisiana and numerous other states along the Mississippi and other rivers where thousands of miles of levees (dikes) from 15 to 25 feet in altitude and from 50 to 100 feet base, are built and maintained at enormous expense by the national and state governments. Similar dikes, dams and spillways have been used in Holland and other European countries, successfully, for centuries.

In this connection, I call your attention to a dam, lock and spillway, proposed by the U. S. engineers, involving exactly the same principles, for the month (the exit of the waters) of the Kissimmee river and tributaries into Lake Okechobee—a problem exactly similar to the West Palm Beach lock preventing the escape of Everglades waters into Lake Worth (tide level) 15 to 20 feet below the surface of the Everglades, particularly in flood seasons.

I quote the Randolph Report, pages 55-58:

At the conference between our honorable body and our chairman, on September 2, you requested that we consider the effect of the proposed lowering of the lake upon the problem of draining the lands in the Kissimmee Valley and give our expression to our views relating thereto. . . . Also, in our judgment, the successful reclamation of a large portion of the lands in the Kissimmee Valley is dependent upon the lowering of the lake, as contemplated in the present project.

... The boundaries of the Everglades drainage district are located arbitrarily. Men may establish and extend lines as suits their fancy, but they can not by so doing change any natural laws or fundamental necessities. Such laws and necessities were established in the many thousand years before man conceived such things as boundary lines. Though the northern limit of the drainage district is set between township 36 and 37 south, the necessities of the land lying to the north still remain. The improvement afforded by the control of Lake Okechobee and the lowering of its surface can not be confined to the locally established district boundaries. Unless man intervenes to prevent, all of the country in the basins of Kissimmee River and Taylor's and Fish-eating Creeks will be greatly benefited. Moreover, it would be practically impossible to suitably drain these basins without the contemplated improvement in Lake Okechobee. . . .

And with equal emphasis we call attention to the fact that the progressive drainage of these lands does not physically violate the district even though the immediate effect upon the more remote areas is not physically visible.

We have been furnished with a copy of House Document No. 137, Sixty-third Congress, first session, the same being a report on the improvement of the Kissimmee and Caloosahatchee Rivers for navigation. A 3-foot navigation is recommended for the Kissimmee River, to be obtained at a cost of \$57,000 and an annual charge of \$6,000 for maintenance. On page 29 occurs the following:

If the state's drainage operations are successful and the level of the lake (Okechobee) is lowered as contemplated, the state should be required to construct at its own expense a lock and dam at the mouth of the Kissimmee River and to dredge at its own expense a channel from this

lock to the 6-foot curve in the lake. The height of the spillway of the dam should be placed at about elevation 22. At high-water stages the water would flow around the ends of the lock and dam, but this would have no great effect upon navigation, as the function of the dam is merely to hold up the surface of the water in the lower river to the same elevation as now exists during low-water stage, in the lake.

Should Congress adopt this recommendation the Kissimmee Valley would be barred from realizing any benefit from the lowering of Lake Okechobee, and the cost of the lock and dam and the channel improvements mentioned in the report of the engineer officers, but it would be equivalent to the value of more than 1,000,000 acres of the richest lands within Florida, and the state and the people would then be condemned to remain swamp lands, producing little or no crop and no revenue. . . . as, they should under reclamation, have a selling value of at least \$100,000,000. . . . 3-foot navigation for navigation is certainly not worth this price.

The Everglades drainage commission and the chief engineer are responsible for the blunders of the legislature. Are you not aware that the east coast ridge of rock, sand and mud is a dam through which by centuries of erosion and solution, spillways have been cut? That the numerous rivers, creeks and low places in the ridge from Florida City to Jupiter are simply Everglades spillways, particularly in flood seasons?

The Everglades drainage commission, established by the Florida East Coast Railway has at divers times had its tracks overflowed in flood seasons. The Everglades drainage commission, established by the Florida East Coast Railway has at divers times had its tracks overflowed in flood seasons. The Everglades drainage commission, established by the Florida East Coast Railway has at divers times had its tracks overflowed in flood seasons. . . .

These canals, the initial part of a progressive drainage system, work on which is still progressing under present conditions, even in so dry a season as that which has obtained for several months past, now serve to keep the Everglades wet because they are discharged with Lake Okechobee waters. This condition will not obtain when the whole project is carried out. The present canals will, as a result, be a broad comprehensive system, be worth to the State every dollar that they have cost. They are there to serve a useful purpose in the great scheme of reclamation upon which the State has embarked, a scheme which has only to be carried to completion to make fertile fields of a watery waste and a populous land where now no man dwells.

We have encountered an idea, which if not generally prevailing is, at least, entertained by a large number of intelligent citizens of Florida to the effect that the problem of draining the Everglades can not be solved by progressive steps, but that the whole area must forthwith be covered by a great interdependent system of canals. We believe this to be an erroneous idea, and that the Everglades can be reclaimed progressively, as is now planned by your board; that the work can be proceeded so to reclaim the lands only as fast as there is need for those areas as homesteads and food producers. We regard Lake Okechobee as the key to the solution of the whole problem. When that great reservoir is brought under control and the territory to the south is freed from the overflow of the lake, then the emancipated region can be relieved by adequate main drainage outlets and subsidiary canals whose capacities may be adjusted to meet the needs of the territory which they serve.

I quote also from the Randolph Report, page 65:

Method of Excavating
For excavating work under water the dipper dredge maintains supremacy over any other device of which we have knowledge. The rock should be blasted in advance of the dredge, and a well designed and equipped drill screw is the best machine to use for drilling the rock to receive the explosives for this blasting.

Where—as will be the case in the prosecution of the work now under consideration—the volume of work justifies the investment, by the owner or agent, in the necessary mechanical equipment and other competent employees, the owner can prosecute at a cost of this magnitude at a less cost than the work is likely to be done by contract.

Governor Broward knew, from his long and successful experience, the economy of owning his own equipment

and employing his own crews; that the expense of such operations was far less than to contract for such work. He built his own dredges, four powerful, modern dipper dredges, the most efficient for work of this class, and operated them at a cost far less than has been the cost both in rock and earth excavation under the contract system in both time and money.

At the present time two of the state dredges sold to the Furst-Clark Construction Company, are among the most efficient of the entire fleet of dredges employed. The four state dredges were sold to the contractor's company June 25, 1910, for \$145,000; about fifty percent of their cost; with a contract made to excavate the canals for 8 cents per cubic yard for earth and 20 cents per cubic yard for rock excavated, upon the recommendation of J. O. Wright, chief engineer (formerly employed by the U. S. Department of Agriculture).

Major Wright was employed by the trustees of the I. I. Fund, January 31, 1910, on the recommendation of several companies, owners of immense tracts of Everglades lands. The conditions of this agreement being among others, as follows: "That the Trustees of the I. I. Fund will share in the payment of said engineer's salary and expenses." . . . "their dismissal of the State's appeal to the U. S. Supreme Court" for collection of the delinquent Everglades Drainage taxes for the years 1907 to 1912 inclusive; and the payment of the same promptly; also, to change the system of "progressive drainage" then employed, to a great, interdependent system of canals designating certain canals to be built; a system particularly

declared should not be adopted by the Randolph Report, as quoted.

The change from the progressive system of Governor Broward to a "great interdependent system" (recommended by Major J. O. Wright and the owners of large bodies of Everglades lands) has delayed the work of reclamation of the Everglades added enormously to the cost, and has not properly drained and cleared from overflow any part or portion of the Everglades.

Under the "progressive system," long since, large areas of land particularly those nearest the east coast ridge and Lake Okechobee, would have been drained without the necessity of expensive pumping systems, which are simply expedients to correct blunders of inexperienced laymen and engineers with little or no experience or knowledge of the problem.

There have been a large number of plans and estimates made by different parties, some of whom had a personal knowledge of the territory, others who knew little or nothing from personal experience or knowledge of the territory, possibly had a hunting (?) trip in the Upper St. Johns or Kissimmee river saw grass or a trip from Kissimmee to Fort Myers, through the canals cut by Diston in 1881-1884, and made navigable for steamers, basing their estimates upon various estimates by U. S. engineers and those of the Diston Drainage Company's surveys made by E. G. Chesley and V. P. Keller, engineers and surveyors employed for years by the Diston Company, then employed, at that time, 1881-1886, was unsound. Col. Charles F. Hopkins,

employed by the state land department, surveyed the swamp and overflowed lands north of Lake Okechobee. Major Wirtz, C. E., ran the first line from Jupiter to Lake Okechobee in 1881-2. V. P. Keller, C. E., for years one of the engineers of the Diston Company, ran a level line from Jupiter to Lake Okechobee via the Loxahatchee in 1883-4.

Col. Jas. M. Kreame, Chief Engineer of the Diston Drainage Company, 1881-1889, after long experience and study of the rainfall, evaporation, absorption and run-off of the territory, basing his calculations on these facts, designed canals aggregating 300 feet and 4 feet deep at the outlet from elevation 15 (low water) in Lake Okechobee, to lower the general level of Lake Okechobee and the water sheds tributary thereto.

He provided no locks, dams, spillways or other obstructions to drainage, his object being drainage and reclamation, not irrigation in a humid climate with 55 to 60 inches annual rainfall, well distributed. He also was fully aware of the disastrous results of dams and spillways in the attempt to irrigate drained lands by "backing up" the drainage waters into the fields; reversing natural laws and consequently destroying all cultivated crops. He made his calculations of cost based upon those of the Diston Company who had dug some 110 miles of canals under his supervision, through similar territory, in the same drainage district, and had reclaimed some 250,000 acres of swamp and overflowed lands, identically similar to the lands of the Everglades, by a system of "progressive drainage,"

which was subsequently destroyed by dams and spillways in the drainage canals, with the natural result—sand bars, "black water" and enormous growth of aquatic plants, boumets, rushes, flags, spanish lettuce, water hyacinths, etc.

The writer designed three canals, each 100 feet wide by four feet deep at low water (the 15-foot level of Lake Okechobee); one via the Caloosahatchee river; one via New River and one along the Keller Survey via Loxahatchee through into Lake Worth at the inlet, avoiding the Loxahatchee ridge and the deep rock cuts of the present St. Lucie Canal. Neither Col. Kreame nor myself provided any locks, dams or other impediments to drainage.

Both his and my estimates of cost were based on the costs of similar work by the Diston Company, 1881 to 1886. Costs of machinery, labor, explosives and fuel at that time and until after the Randolph Report of 1913, fully justified the estimates of cost at that date.

It is well known that all costs enormously increased in 1914 when the World War began; and were from 100 to 200 percent greater during the World War and are still much greater at the present time than in 1913. It would have been "good business" and economy to have suspended the work of drainage and not to have increased the contractor's prices, particularly as the income from taxes was not increased proportionately.

Fred C. Elliot, now chief engineer, in his report to the Board of Commis-

(Continued on page eight)

GULF NO-NOX

MOTOR FUEL

STOPS KNOCKS

Turns Mountains into Mole hills

FOR years the carbon knocks, clicks, pings or detonation in automobile engines have been a menace to motor efficiency and a sore spot to the motorist. GULF No-Nox Motor Fuel has turned the old time carbon bugaboo into an asset, in fact it has put carbon to work.

No-Nox and Carbon are Power Twins

Compression is power—Carbon adds compression—No-Nox withstands compression and the combination gives wonderful motor efficiency.

GULF No-Nox Motor Fuel not only withstands the high compression of the modern automobile engine—but also the added higher compression caused by carbon deposits on the walls and piston head which increases with the age of the car;—clicks and knocks are eliminated—greater efficiency is accomplished—followed by more power and greater mileage.

This Guarantee goes with it

GULF No-Nox Motor Fuel is Non-Noxious, Non-Poisonous and no more harmful to man or motor than ordinary gasoline—that it contains no dope of any kind—that the color is for identification only—and will not heat in summer driving.

GULF No-Nox Motor Fuel is priced three cents per gallon higher than ordinary gasoline—and is worth it.

The Orange Gas—At the Sign of the Orange Disc

GULF REFINING COMPANY

Pahokee, June 2, 1925.

We want a hard surface road from Canal Point to Bacom Point right away.

A. KALTENBRUNER.

PAHOKEE

S. E. Gamage has joined the staff of W. J. Larrimore's store as clerk and office man.

Three ears of corn of the Tennessee Red Cob variety grown by O. B. McClure are on display at the Bank of Pahokee. The ears are longer and larger than the Cuban flint variety and the grain is larger but it has some of the qualities of the flint and make it seem that it will be a good corn for this region.

The railroad contracting firm has agreed to pay the salary of a town officer to be maintained at the railroad camp in the north part of town and maintain order. The spirit of the contracting company in cooperation is appreciated by the residents.

Captain Percy Cone has been using the boat Corona as a barge on which to move tomatoes from Pelican Bay to the packing house, the Lucile towing the Corona from behind the engine and other machinery was removed several weeks ago.

Carman Salvatore has established a filling station on the corner lot opposite the bank and the drug store, on the lake side of the road near the L. L. Davis packing house.

J. T. Tidwell of Fort Pierce with his wife and son were weekend guests at the home of his brother, J. H. Tidwell, J. P. Knight, who works in the Tidwell barber shop at Fort Pierce, was a member of the party. J. T. Tidwell ran a shop in Canal Point several years ago.

The view from the porch on the west side of Bob Schroeder's, Pahokee, Inn shows the beauty of Lake Okechobee and its shore line and is a reminder of how attractive the lake front can be made when it is bulkheaded.

Business men and other residents of Pahokee have in mind the stream of traffic that will run through the town in the course of a few months. It is planned that the Pahokee-Belle Glade road be completed before the road from 20-mile bend to Belle Glade is resurfaced. This because the other road will have to be closed while it is worked on. With the Pahokee road in use, traffic can detour over Corners Highway via Canal Point and Pahokee to the south side of the lake and take the same route to the west coast to the east coast.

Rev. and Mrs. Earl Lewis and ladies were dinner guests of Miss Ruby Lowe last Sunday.

Frank Lowe, Arnold Lowe and Wilbur Ashbury left Monday morning for Mississippi.

A B. Y. P. U. social will be given Friday night, June 11, at the home of Mr. and Mrs. Eugene Smith. All members are cordially invited.

A party consisting of Frank Lowe, Miss Ruby Richardson, Ernest Whitten and Miss Ruby Lowe went to West Palm Beach last Saturday night.

Mrs. Boyd and Mrs. Hansen returned Monday from St. Augustine, where they attended the graduating exercises at St. Joseph. Miss Sarah Hansen returned with them.

Pahokee girls and boys returning from school are Sarah Hansen, Hazel Boyd, Julia Wilder and Margaret York. Those leaving for summer school are Ruth Friend, Susie Maxwell and Sadie Cochran.

Mrs. McKinnon and children are visiting her brother, E. G. Kilpatrick and family.

Mrs. C. L. Wilder is visiting Mrs. Durrance in Okeechobee this week.

Mr. and Mrs. J. R. York are attending the commencement in West Palm Beach this week.

EVERGLADES

Lodge, No. 211

F. & A. M.

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second and fourth

Thursdays of each month. Visiting

brethren cordially invited to attend.

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SQUIRREL RETURNS TO CAGE AFTER TWO YEARS

Jack Pope's squirrel Bonny has returned home and again is nesting in the attic. Bonny and her soul-mate Billy escaped two years ago from their cage; Billy returned in a few hours but Bonny has been scouting until one morning this week when Mr. Pope found her on the porch waiting for him to open the door.

The squirrels were caught on the ridge when they were babies and were the pets of all the community. Bonny being the favorite because she seemed to delight in doing acrobatic feats for all beholders.

Mr. Pope believes Bonny returned because she got lonesome, no other squirrels having been seen here for some time.

CANAL POINT

Mr. and Mrs. J. D. Bryan have gone to LaBelle for a visit.

T. C. Yarborough left this week for Michigan, there to spend the summer with his younger brother. He expects to return to Canal Point in the fall.

Mrs. Grady Raborn and children, Bob, Dick and Gloria, are visiting with Mr. Raborn's parents at Hepzibah, Ga., for a few weeks.

Miss Estelle Raborn, who has been attending the Canal Point public school, has returned to her home in Georgia for the summer.

A. E. Morgan, manager of Horn & Cochran's packing house with his family, has returned to his home in Georgia for the summer.

Thibodeaux & Company has put in operation the filling station in front of their store on Conners Highway a short distance from the north toll house.

Mr. and Mrs. I. G. Williams and son O'Neal left this week for a vacation trip to Statesboro, Ga., their old home. O'Neal expected to be away about two weeks; his parents will stay there longer.

Philip May, formerly of Norfolk, Va., now in the produce business in West Palm Beach, is running three trucks between the east coast and Lake Okechobee. He buys vegetables from farmers here and sells the stuff in West Palm Beach.

Mrs. Benj. Cook and her daughter, Mrs. R. L. McCarty, were out Monday from West Palm Beach. Mr. McCarty sent a man out with some plants and cuttings for planting on land he owns north of Canal Point and the ladies came with him to call on Mrs. R. M. Baker and other friends.

J. W. Wackes of Delray, who represented tomato buyers on East Beach two years ago, was on the ridge Monday, looking over the country as a field for the sale of clothing. He runs a store in Delray and takes orders for suits and expects to establish a pants factory in Delray in the course of time.

Plastic cement is a good thing to use in the rainy season to keep out water. It is serviceable when applied around chimneys and valleys. Sold by Thibodeaux & Company, Canal Point. Rubberized roof coating is the best preparation for roofs. Call at the store on Conners Highway and let us "sell you about it."

Mr. and Mrs. Ross Whine of Torrey Island were visitors in Canal Point Wednesday. Mr. Whine brought news of the balloting at Canal Point and Pahokee. He called at the office of The Everglades News and pledged his support to the Democratic nominee. Lieutenant and Mrs. Hubert W. Keith of Fort Benning, Ga., were guests this week of Mr. and Mrs. J. E. Carter, their relatives. They were accompanied by their daughter. Lieutenant Keith has a comfortable berth in the army but Mr. Carter is telling him of how well he can do on East Beach and he may conclude to give up the army and locate here.

Mrs. Chas. Watts of Lake Worth is visiting in Canal Point and will be in charge of the Raborn grocery store during the absence of Mrs. Raborn. Mr. and Mrs. A. M. Bright were out from West Palm Beach this week and stopped with Mr. and Mrs. W. H. Vann. Mr. Bright is salesman for Phil Bryan and sells Overland and Willys Knight cars.

Professor W. T. P. Geiger of Eaton, Cal., with his wife and daughter this week visited his brother, J. Geiger. They had visited relatives at Fort Myers and came by Canal Point on their way home. Professor Geiger is superintendent of the schools in his home town. Eaton is the site of "Uncle Remus" Spring, of which this paper made mention when J. Geiger visited here last summer.

The Bunko Club met with Mrs. W. H. Vann at her attractive residence (formerly the Jesse Thomas home) last Monday. The game of bunko was played to top score being made by Mrs. Chas. Baker. Fred Taylor was consoled with a small accordion. At the conclusion of the game, a dainty luncheon was served by the hostess. Among those playing were Mrs. Chas. Baker, Mrs. C. Watts, Mrs. Fred Taylor, Mrs. Coleman, Mrs. C. Coburn, Mrs. W. H. Vann and Mrs. Magan. The guest of honor was Mrs. Cutting. The next meeting of the club will be with Mrs. Chas. Baker next Monday.

GEOLOGIST

Continued from first page

sociated with shale, which is dense, impervious rock, forming an ideal top for a trap."

Long ago Dr. Calhoun said, Agassiz formation, "but those familiar with the geology of Florida have long known that this is an error." "Beneath the surface of Florida, the rock is essentially limestone," the geologist said. "There is very little shale. Furthermore, the rock in Florida has been disturbed to only a slight extent. The shales would not have the traps to hold oil or the kind of rock which holds it well. Thus, the geological chances for obtaining oil in commercial quantities are very remote."

Any statement that there is "the highest connection between Florida and the oil fields of Tennessee, Ohio or Texas," is absurd on its face," the geologist declared. "There is absolutely no method known to geologists by which oil can be transported from these localities to Florida, except by freight over the surface," he said.

"I have respect for a man who is a good enough sport to put down a well with his own money or who gets his friends into such a proposition, knowing that it is a thousand to one chance," Dr. Calhoun concluded his statement by saying, "It is an entirely different matter where people are induced to buy stock in oil wells when the result is almost certain to be another failure. At the present time Florida needs all her money to finance legitimate industrial operations and it is most unfortunate to have money lost in oil speculation by many who cannot afford it."

Dr. Calhoun in addition to being connected with the Geological Society, is consulting geologist for several large corporations, including the Seaboard Air Line Railway. He is a fellow in the Geological Society of America. He has served several years as an assistant on the United States Geological Survey and has done geological work in all parts of the United States, especially in the southern states.

MR. HAGGARTY DEAD

Daniel Haggarty, toll collector at the east gate on Conners Highway, died of heart failure while on duty at the gate Friday afternoon. He had been in the employ of W. J. Conners at Buffalo for 18 years and came to Canal Point two years ago on account of his health but continued to have heart attacks. The body was sent north for burial. Mrs. Haggarty the widow, accompanying it.

METHODIST PASTOR

Rev. Dr. L. H. Shamate, district superintendent, has appointed Rev. Paul C. Filly of Virginia pastor of the Canal Point Community M. E. church, according to information received by Rev. Wm. Jesse Thomas, former pastor. It is not known just when Rev. Filly will reach Canal Point. Announcement of his arrival and his services will be made later.

COMMUNITY GOSSIP

Looking up weather records for this time last year I got out the copies of the paper that were printed in May of 1925 and in glancing over the columns there was noted the heading "Sugar House To Close Saturday," and this is a reminder that the sugar mill did not run in the spring of 1926, a thing that used to be in sugar cane and replace the acreage with cane on land further out, and continue this policy from year to year, which will enlarge the trucking area. When the sugar company restores its acreage of cane and its mill is operated, that will be an additional source of income for this section, particularly if a Celotex plant is added, as is understood to be the purpose.

It is not true that work "has been shut down at Fort Mayaca, the 6,400-acre development nine miles north of Canal Point on St. Lucie canal. Superintendent James says the suction dredge Tutawilla will keep on working for a long time and in addition dipper dredge that was shipped in from the phosphate district is being used. Some cane has been planted and laid off because all of the houses needed just now have been completed. Cane will be put back to work when the filling jobs have progressed further. Not all of the 6,400 acres is to be planted to town lots; a large part of the property will be laid out in small farm tracts.

Prayers of thanksgiving for the good crops that resulted from the withholding of rain were given Sunday forenoon at a service held in a tent near the Pahokee Methodist church. The service was one in the series conducted by Rev. Shy, an interdenominational revivalist; it was in line of a set sermon, expressions of devout gratitude to the Creator.

Rev. F. E. Tiffin, pastor of the Pahokee Methodist church, at the opening of the service called upon the people assembled in the tent to voice their gratitude for the goodness of God and their humble submission to His will. One after another the voices of men and women were lifted in prayers of thankfulness.

It made no difference that rain fell in a torrent during the service and trickled through the tent under which for years Rev. Shy has called the devotee to praise of the Lord and the sinner to repentance; the rain had not come until the crops were picked and marked—it was no more than a reminder of an obligation to make contribution to Rev. Shy for a new tent.

As there had been prayer and thanksgiving, then there was feasting. Fresh beef failed to arrive for the barbecue but there was an abundance of fish from the lake and this was fried in a huge kettle near the tent and to the fresh fish there was added vegetables grown in this soil on which we all depend for living and pies and cakes and other delicacies. Members of all sects united in the prayer and song service and the serving of the dinner.

Softens the Water

When on a motor trip and using different water each night, keep a small box of borax to your traveling bag and soften the water with it before using it on the face and hands. Otherwise you are apt to return from your trip with roughened skin.

WE HAVE TAKEN OVER

BOE'S RESTAURANT

CANAL POINT

from Glad Boe and invite a continuance of patronage from residents and tourists.—Short Orders and Regular Dinners as heretofore.

HOOKS BROS.

INFORMATION ABOUT THIS NEWSPAPER

Subscriptions, \$2.50 a year; \$1.25 for six months.

Devoted to news and affairs of the Florida Everglades and serving particularly the people in the towns and communities in the Upper Glades and on Lake Okechobee.

Advertising rates: Display—45 cents per inch per line. Want ads one cent a word. No display ad taken for space or number of insertions that amount to less than 25 cents.

Job Printing—Letter heads, envelopes, cards, dodgers and all other forms of commercial printing. No printing job taken at a less price than \$2.

Politics—Democratic. Policy—To try to be accurate and fair. Contributions stating views opposite to the views of the editor of the paper are desired more than contributions that agree with the editor's views.

WANT ADS

Minimum per issue, 25 cents.

FOR SALE—10 acres muck land close to ridge at Pahokee. A bargain. Small farm, easy terms. Box 72, Canal Point, Fla.

FOR SALE—Ten acres right at South Bay in cultivation, with small house on same; price \$500 per acre. For terms see F. H. Friedman, Chosen, Fla.

FOR SALE—NW 1/4 of NW 1/4 of SE 1/4, Sec. 19, T. 43, R. 35, at 275 per acre. For further information get in touch with F. H. Friedman, Chosen, Fla. Licensed Broker.

LOST—A check book and a pass book from Bank of Bay Biscayne, Miami, with the name William Washington Lee on it. Return of the books will be greatly appreciated by the owner, W. W. Lee, if mailed to him at Chosen, Fla. 131*

FOR SALE—Ten acres of the West 1/2 SE 1/4 of NE 1/4, Sec. 29, Township 42.

FOR—Groceries Meats Fruits Vegetables

Stop and See H. J. TESH ON PAHOKEE ROAD

Range 37. Buyer may have his choice of either one of the 10 acres in the tract. For terms and particulars see F. H. Friedman, Chosen, Fla.

223, Lake Worth, Florida. 17* FOR SALE—Twenty acres excellent farm land, east half of southeast quarter of southeast quarter of section 33, township 43, range 37, on border of cypress and apple, near lake. Will sell at exceptionally low price. Land can be farmed now. Write to owner, care of The Everglades News, Canal Point, Fla. 71*

THE FRENCH SHOPPE CANAL POINT

FOR THE SUMMER

White Duck and Gabardine Trousers and Linen Knickers

Cool underclothing for the whole family

Broadcloth House Dresses and Crepes in many styles and colors.

THE FRENCH SHOPPE

Bank Building

Canal Point

Just Received

SHIPMENT OF CEDAR CHESTS

Shoes, Hardware and other Merchandise

Here— or In Transit

Our Stock Will Soon Be Complete

AT YOUR SERVICE

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THE CLINTON COBURN COMPANY CANAL POINT

WE HAVE A GOOD STOCK OF CARPENTERS' EQUIPMENT, ALSO CARPENTERS' APRONS



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We are specializing on Sherwin-Williams and Certain-teed Paints.

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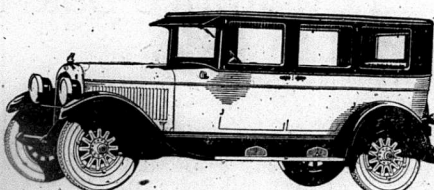
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CANAL POINT GARAGE

W. R. SHACKFORD, Prop.

CANAL POINT, FLA.

Through South Florida

GLADES COUNTY

(Moore Haven, County Seat)

The biggest political meeting of the campaign was held May 3 on the athletic grounds near the Moore Haven schoolhouse. All of the candidates were present. Fred Flanders was chairman. June 11 was a date set for a meeting of school trustees to discuss matters affecting the high school.

Rev. G. Wood of Citrus Center holds services there when he is not serving Immokalee and other points.

Glenn Ellen is the name of a subdivision near Citrus Center where Wagner and Dangerfield are putting in a filling station and Clifford Nadeau is erecting a three-room business building.

Items in The Democrat indicate real estate business continues good in Glades county.

Shipments of beans ceased before the end of the week of June 4. Tomatoes rolled from Clewiston at the rate of five cars a day and from Moore Haven at the rate of three a day.

SOUTH BAY

SOUTH BAY, June 8.—If you have visited South Bay, you have missed seeing the garden spot of the Everglades. "Why do you say this?" you may ask. "Well, first, we say look on your map; you will find we are bordering on the south end of that beautiful Lake Okechobee, giving an advantage in climate, and a soil that is not surpassed by any portion of the muck region. Several nice cottages and bungalow homes, a good graded school, a nice little church, a hotel. The homes, the church, the hotel, all glow with beautiful flowers, cause us to remember the truth in the song "Sweet, Sweet Home."

Of course we have no railroad here, but expect to have soon. We ship our products by boat to Clewiston. The cross-state highway is under construction at this time. You say is this what you call a garden spot? We may add, first, the rich soil, a good climate and a good people; the three are essential and must be had to build an ideal garden spot—these we have.

Some time ago the question was asked one of our good women, "Why is South Bay so prosperous?" She replied: "Eight years ago there were just a few people here but they organized a Sunday school and since that time the church work has been the business of most of the citizens. Meet the people here and visit with them. We don't find them grumbling but smiling."

Vegetable growing is our main industry. On Monday, June 7th, we received at the docks the last carload of tomatoes for the season from Belle Glade and Chosen.

V. C. Denton recently received a shipment of shoes and other goods.

C. N. Munchie has been a soft drink and lunch stand business good.

The postoffice was moved from Mr. Hartline's home to Friedman & Cruck's store. Miss Emile Hay is in charge.

The Franz Lumber & Supply Co. has received a shipment of wall board and other hardware.

Captain J. U. Orier is waiting here with his dredge for stakes to be set up for the road grade to Belle Glade.

Mr. and Mrs. Elliott will leave in about ten days for their place in Montana for two or three months stay.

Steward Fitzhugh who drives a truck for Franz Co., visited his home in LaBelle Saturday.

Some three or four families from Torry Island were shopping Monday.

M. E. Gaud News.

The pastor was unable to get to Belle Glade Sunday evening to fill his appointment because of road conditions. He hopes to be with his people next Sunday at 11 a. m. Two sermons were preached by the pastor at South Bay church last Sunday. Both services were well attended.

Next Sunday, 13th at 7:30 p. m. the children of the Sunday school will put on a play. They have been practicing their play at the parsonage for some time. Mesdames Willis, Barstow and Thomas are in charge.

Belle Glade, Sunday school 19 a. m. Preaching 11 a. m. South Bay Sunday school, 10 a. m. Children's day program, 7:30 p. m. You are invited.

Win. Jesse Thomas, Pastor.

MOORE HAVEN

(Compiled from The Democrat.)

N. C. Madsen of Chicago has rented the Gram farm east of Moore Haven and has 90 chickens in good condition and will buy and raise more.

The painting in the interior of the Moffat & Gustin building was done by Mrs. Fred Henricksen, whose husband runs the novelty works.

Mr. and Mrs. H. E. Randall will leave this month for a vacation visit in Ohio, Kentucky and Kansas.

E. W. Sneed of Saratoga, receiver of the two banks in Moore Haven that failed a few years ago, spent a few days in town on receiving business.

Banker R. C. Slight has bought a boat hull and will put a Star car motor in it and sail Lakes Okechobee and Hicpochee this summer.

The Jepson family have gone to Montana for the summer.

Carl Settle is visiting at Prior, Okla.

If you wish to buy good truck land on south or east side of Lake Okechobee get in touch with me as I have first rights close to lake and good road.

F. H. Friedman, Chosen, Fla., Licensed Broker.

TEN WINNERS IN AUTO RACE ON FIRESTONES

For Ninth Time Gum-Dipped Tires Lead in Indianapolis Speedway Classic

Firestone full-size gum-dipped balloons again made a remarkable showing in the Indianapolis Speedway classic on Decoration Day, when all ten winners participating "in the money" rode on these dependable tires.

This is the second time balloon tires were used in the great Speedway event, the first being last year when Peter DePaolo on Firestone full-size gum-dipped balloons made a new world's record at an average speed of 101.13 miles per hour.

Smaller motors of 91½ cubic inch displacement, compared to 122 cubic inches in 1925, combined with rainy weather and a slippery track, slowed up the time of the 1926 winner, Frank Lockhart, who won this year's race at 95.88 miles per hour.

This year's grueling battle of tires was called at the end of 402½ miles because of the downpour of rain. Lockhart, who captured the grand prize, drove the full distance without a single tire change and was all set to go the entire 500 miles on the same set of tires.

It is a noteworthy fact too, that the 1926 Indianapolis race was the ninth on the Hoosier speedway in which Firestone gum-dipped tires carried the winners to victory.

The terrific battle of tires brings out the effectiveness of gum-dipping. The entire process employed by the Firestone Company, which builds extra strength and endurance into the cord fabric by impregnating and saturating every fiber of every cord with rubber.

This special process minimizes friction, keeps the tires cool and comparatively cool under a continuous racing strain.

The performance of Firestone tires at Indianapolis this year certainly was remarkable when the terrific speed at which the cars traveled over the 15-year-old rough brick track is taken into consideration.

SHALL DAMS GO IN SOUTH OF LAKE

Officials of Drainage Districts Consider Points of Policy

TALLAHASSEE, June 3.—The flood protective plans of the Broward and Collier drainage districts met a temporary setback at the hands of the board of commissioners of Everglades drainage district here today although final decision on the matter was reserved for a full meeting of the board this morning.

Representatives of the two districts had appeared before the board May 11, asking a loan of \$16,000 from the interior department fund to reimburse the levee running south from the North New River canal to South New River canal between the thirty-ninth and fortieth range lines, and asking permission for the Dade district to build a levee south from the point of intersection with South New River canal to a point about 18 miles out on the Miami canal and to build dams and sluice gates in the Miami and South New River canals. This system of sluice gates and levees, according to the committee from the districts, would insure the safety from flood and fire of about 250,000 acres of the Miami and Fort Lauderdale back country.

Fred C. Elliott, chief drainage engineer of the state, held a hearing on the subject in Fort Lauderdale May 25 and made water investigations which were included in a report which he will submit to the board when all the members are present.

John C. Luning, state treasurer, who was attending the funeral of Governor Gilchrist when the subject was introduced last time, objected today to the plan of constructing dams and sluice gates across the two canals. Even if the dams are so constructed that they can be opened at any time, he maintained, there would arise conflicting demands in flood times, some parties wanting the dams opened and the others asking that they be kept closed. The canals were dug, he said, to carry water out of the Everglades and should not be dammed up.

The delegation today was made up of W. I. Evans of Miami, attorney for the Dade subdrainage district; E. R. Graham of the Pennsylvania Sugar Company, and James Henderson of Fort Lauderdale, who represented a large number of land owners in the Broward district.

The members of the board present felt that consideration of the report from Mr. Elliott and final decision should be left until Attorney General Johnson returned from Washington and Governor Martin, some back from Leepberg. Mr. Graham urged speed on the decision, as little time remains, he said, in which to build the levees before the rainy season begins. It will be of little use, he added, to construct the levees without the dams to control the water coming down.

Although the regular board meeting will not be held again until June 15, owing to the primary next Tuesday, the board expects to take up the drainage problem June 10, if possible.

GLADES WEATHER

Canal Point
Temperature and rainfall record at Canal Point, Florida, for week ending June 6, 1926.

Date	High	Low	Rainfall
1	83	64	0.00
2	81	59	0.00
3	85	60	0.00
4	92	60	0.00
5	93	60	0.00
6	87	67	1.00
7	83	70	1.74
Average	87	62	2.74

Total rainfall since January 1, 1926, 17.48 inches.

Gauge above lock, 17.0; gauge below lock, 14.5 feet.

C. P. SHEFFIELD.

Record of meteorological observations taken by the undersigned as a cooperative observer of the Weather Bureau of the U. S. Department of Agriculture during the week ending June 5, 1926.

Date	High	Low	Rainfall
1	81	70	0.03
2	82	70	0.00
3	83	68	0.14
4	85	55	0.00
5	85	55	0.00
6	84	67	0.00
7	85	66	0.54

D. W. BEARDSLEY.
Cooperative Observer.

OKEELANTA

OKEELANTA, Fla., June 7.—S. S. Copper, the postmaster, returned from the postmaster's convention at Green Cove Springs, during the fore part of the week.

S. E. Burns and wife are paying a visit to their relatives, the Mothers, who are at one time settlers in our vicinity. The loss of crops during the flood year of 1922 caused their removal to Green Cove Springs, Tampa, where they still reside.

L. A. Blanchette, now of Miami but originally from Saskatchewan, Canada, registered for a few days at the hotel. The gentleman is tired of the rigors of the northern winters and is securing a home on the south shore of Lake Okechobee. Like all the rest of our home-seeking visitors he pronounces this region the very cream of the Everglades.

The ruin of an ulcerated tooth compelled Ben Anjima to a several days treatment by a dentist in the county seat.

Mr. and Mrs. Crocker, with Miss Hay, the acting postmistress during the absence of Mrs. Hartline, took their Sunday trip to the Palmview Inn, returning in the evening to their home in South Bay.

If you have any land for sale in the Glades near Lake Okechobee get in touch with me as I can get you the buyers. I have farmed near the lake for four years and know where to locate for best results.—F. H. Friedman, Chosen, Fla.

SHIP TO J. P. SAUER & CO., INC.

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Florida Vegetables

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The familiar phrase "as good as Buick" suggests that you see and drive the car that others use as the Standard of Comparison before you spend your money

EAST COAST MOTORS INC.

E. J. BEATTY, General Manager
215 PALM BEACH, FLA.
Dixie Highway at Okechobee Road

NOTICE OF APPLICATION FOR TAX DEED

Under Section 777 of the Revised General Statutes of Florida
Notice is hereby given that P. J. Johns, purchaser of Tax Certificate No. 2307, dated the 4th day of August, A. D. 1919, has filed said certificate in my office and has made application for tax deed to issue in accordance with law. Said certificate embraces the following described property, situated in Palm Beach County, Florida, to-wit: Lot 6 block 265 Town of Lake Worth as recorded in plat book 2 pages 29 to 40. The said land being assessed at the date of the issuance of such certificate in the name of Stewart E. Looney. Unless said certificate shall be redeemed according to law, tax deed will issue thereon on the 17th day of July, A. D. 1926.

Witness my official signature and seal this 31st day of May, A. D. 1926.
Fred E. Fanno,
Clerk Circuit Court, Palm Beach County, Florida.

First publication June 11th, 1926.
Last publication July 16th, 1926.

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Witness my official signature and seal this 31st day of May, A. D. 1926.
Fred E. Fanno,
Clerk Circuit Court, Palm Beach County, Florida.

First publication June 11th, 1926.
Last publication July 16th, 1926.

In the Circuit Court in and for Palm Beach County, Florida.—In Chancery. Okechobee Fruit Lands Company, a Florida corporation, complainant vs. W. A. Guild, defendant.

Order of Service by Publication: To W. A. Guild, address Ulica Building, Des Moines, Iowa. It is hereby ordered that you appear to the bill of complaint filed herein against you in the above entitled cause, on the 5th day of July, A. D. 1926, and the Everglades News is hereby designated as the newspaper in which this order shall be published once a week for four consecutive weeks.

Witness my hand and seal of office this 18th day of May, A. D. 1926.
Fred E. Fanno, Clerk.
By Merle P. Johnston, Deputy Clerk. (Circuit Court Seal)
Cooper, Knight, Adair, Cooper & Okechobee, Attorneys for Complainant, Jacksonville, Florida.
May 28-June 4-11-18-25, 1926

EVERGLADES REALTY COMPANY

ON CONNERS HIGHWAY
CANAL POINT, FLA.

TOWN LOTS FARM LANDS ACREAGE
IN LARGE OR SMALL TRACTS

OWNERS' LISTINGS WANTED

Enquiries for land in the EVERGLADES are increasing daily. If you own land in the Everglades, whether in large or small tracts, list your property with us for sale—give complete information as to price, terms and legal description.

CONSOLIDATED REALTY COMPANY

316 Clematis Avenue
West Palm Beach, Florida
Oldest Real Estate Agency in Palm Beach County

At Your Door

Prices include freight, tax, bumpers front and rear, automatic windshield wiper, stop light, rear view mirror, motometer, radiator shutters, transmission lock and tools. Delivered at your door.

Essex Six Coach\$889
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Hudson Super Six Brougham\$1594
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Lumber of Every Kind and for Every Need
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WE SPECIALIZE IN SELLING FLORIDA VEGETABLES

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THERE IS NEWS IN THE 'ADS'

Continued from Page Two

city limits of the city of Lake W

Be It Further Resolved that there shall be levied, assessed, and collected in the years while said bonds, or any of them, are outstanding or unpaid, at the same time and in the same manner

Directors—D. P. Council, Richard Mc-
roy and Frances Clement.
Wm. Hosmer.
Precinct No. 23, Boynton.
ing Place—Woman's Club.
Directors—Frances Stitts, Beatrice
nson and J. L. Garnett.

F. R. MUSTIN
Okeechobee, Fla.

We are offering tracts of 320 acres and larger blocks in the Indian Prairie Section of Glades County. The Indian Prairie Canal and several hard surfaced county roads now under construction traverse this property. This is exceptionally good farm land and splendidly situated for small farm development.

R. Mustin Okcechobee
"It Is Our Policy To Please"

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PALM BEACH OFFICE
250 Worth Avenue
Palm Beach, Florida
Telephone 2238

BELLE GLADE TO GET FARM SCHOOL

Ten-Acre Site Secured, Location Is On Cross-State Highway

BELLE GLADE, Fla., June 8.—Belle Glade is to have good schools. Ten acres in section 6, about a mile west of our present school grounds and on the cross state highway, has been secured for an agricultural school, similar to the one at Canal Point. This will be easy of access from all points on the southeast side of the lake. Plans are under way to move our present school building to the block acquired from D. T. Walters for a colored school, there being forty-seven colored children between the ages of eight and fifteen residing here now. A grade school building will be erected in the old school site, to be ready by the school opening time this fall.

Mr. and Mrs. H. N. Burton, former residents, but now of Miami, have been guests of the latter's brothers, they are so impressed by the improved conditions, that they are considering a return to their farm here.

J. B. Watts has shipped quite a lot of produce to St. Petersburg, with the idea of opening up that city as a market for our vegetables. He reports that the Carl Hainey garage apartment is the first of several residences to be erected in his new subdivision in the near future.

Victor Reidel and Arnold Kirchman are in attendance at the boys' short course, at Gainesville.

A party was enjoyed by the younger set Saturday night at the home of S. C. Raulerson, in honor of Miss Jeanne Burns, who is Miss Charlotte Gibson's guest.

Two of the political candidates made short speeches here Saturday afternoon. A. D. Campbell, dentist, of Miami, is planning to locate here soon.

Henry Brumfield of Georgia has arrived to make his home with his uncle, H. M. Brogdon.

Mr. and Mrs. Will Moten are rejoicing over the arrival of a new daughter. The opening of the highway to enter the dredge Caloosahatchee, to enter, which raised the water in the canal, which with several heavy rains, has raised the general water level close to three feet. These rains will undoubtedly end the tomato picking, and will not benefit the potatoes that are still in the ground.

The Bryan & Holloway dredge which has been digging the north unit of the Palm Beach river drainage district, has come out to the Hillsboro canal where her clamshell is being taken off and a dumper put on.

Residents northwest of the bridge are greatly inconvenienced by the removal of the temporary bridge over the Palooka road ditch to allow the telephone company's houseboat to move in out of the way of the Caloosahatchee.

DRAINAGE PROTESTED

Opposition Recorded At Port Pierce Against Establishment of Project

PORT PIERCE, June 9.—Protest against establishment of the St. Lucie Indian River drainage district, comprising 150,000 acres in the western part of St. Lucie and Indian River counties, was filed in circuit court here today.

A hearing of the case before Judge Elwyn Thomas was continued until June 21 in order to give attorneys for the Consolidated Land Company, owners of 32,000 acres in the proposed drainage district, an opportunity to file protest.

The petition of the Florida Improvement Corporation, owners of 85,000 acres of land in the proposed district, for a decree authorizing creation of the new district, was filed several weeks ago by F. L. Hemmings, attorney for the company.

The project calls for the construction of canals to drain 240 square miles of land at an estimated cost of \$2,500,000. Five large land companies and many smaller owners are involved. Fred Fee, land attorney and owner of 600 acres, filed the protest today, and asked for a continuance of the case on behalf of his clients, the Consolidated Land Company.

Progressive Drainage

Continued from Page Three

slators in 1913, on the control of Lake Okechobee, after discussing in an intelligent and comprehensive manner the factors involved, in a comprehensive report, recommended practically the same as the Randolph report. In addition to the five drainage canals, he provided for a "control canal" via the St. Lucie, the purpose of which was (and is) to control the level of Lake Okechobee in flood seasons, with an outlet of 175 feet width by 9 feet depth, at elevation 15 feet in Lake Okechobee.

The Randolph report, in addition to the five drainage canals, he provided for a "control canal" via the St. Lucie, the purpose of which (and is) to control the level of Lake Okechobee in flood seasons, with an outlet of 175 feet width by 9 feet depth, at elevation 15 feet in Lake Okechobee.

Such an outlet, without dams, locks or other impediments to drainage, together with the other drainage canals, also without dams, locks, spillways, etc., would, in the opinion of the writer, have been ample to drain and reclaim by a system of "progressive drainage" all the territory east of the South-North river (Miami) canal and south of Lake Okechobee.

The Randolph report required some six months of arduous work in the field, with three complete corps of surveyors, through one of the most difficult territories known, in which none but the most vigorous and determined engineers could run a transit, much less a level line; a territory correctly marked on all government surveys as "impassable."

These surveys, together with all the

data of the state and U. S. authorities, and the Diston Company, and the aid of the various U. S. Bureaus (the Weather Bureau, the U. S. Soil Survey, etc.) and some twenty-four competent and experienced scientists and engineers (as appears on pages 6 and 7) were used in the final estimates, which are found on pages 14 to 17, for the completed work, as specified, with depth, and grade of canals.

The north and east territory, east of the Miami canal, south of Lake Okechobee, including the St. Lucie control canal, under the "progressive system" was estimated at a total cost of \$750,000. The southwestern territory from Lake Okechobee west of the Miami canal and south to Cape Sable, including some 40,000 acres outside the Eakergate drainage district, was estimated at \$1,445,000, or a total cost, including the pro-rata of the Lake Okechobee-St. Lucie canal, of \$792 per acre."

Had the "progressive system" been continued as inaugurated by Governor Broward, the state owning the dredges and other equipment, employing its own competent assistants, and the contract for the project recommended by owners of the immense tracts of Everglades lands and by Major J. O. Wright, employed and partly paid by the land owners, not been adopted, there is no doubt in my mind that, though costs have increased enormously since 1913, that the cost of the work now accomplished would have been largely reduced and large areas of the Miami canal, with proper outlets of sufficient capacity (width and depth) through the eastern barriers, would have long before this time have been perfectly drained, reclaimed and fitted for successful cultivation.

These lands would be occupied by thrifty and prosperous farmers, with numerous sugar factories, carrying their crops of cane profitably and at prices, to say nothing of winter vegetables, fruits, dairies and pastures of unexcelled quality, with immense herds of cattle.

In conclusion I quote from the Randolph report, the only complete and comprehensive study of the problem with all factors—area of water shed, rainfall, storm periods, evaporation, absorption and runoff, with all factors—rate surveys, levels, east west and south north, carefully studied and fully justified by the results to date, only requiring the adoption of the progressive system, the economically drain and reclaim the territory.

The Randolph report, from the State Chemist's report 1919, part II:

This report was made October 13, 1914, at a cost to the board of some \$35,000.

Probably no similar report of an engineering problem has ever been made by any board of engineers more complete and comprehensive than this report by the "Florida Engineering Commission" as published in Senate Document No. 409, January 26, 1914.

The conclusions drawn are terse and emphatically stated in the second paragraph of the report as follows:

"Our conclusion, based on our study of ascertained facts, is that the drainage of the Florida Everglades is a reality, and that the

glades is entirely practicable and can be accomplished at a cost which the use of the reclaimed land will justify, the cost per acre being very small." (Page 5, Randolph Report.)

Speaking of the work accomplished by the state at the time of the investigation by the Commission, the report says:

"The present canals will, as a part of a broad comprehensive system, be worth to the state every dollar that they have cost. They are the result of a very successful scheme in the great scheme of reclamation upon which the state has embarked; a scheme which has only to be carried to completion to make fertile fields of a water waste and a populous land where now no man dwells." (Page 7, Randolph Report.)

The Commission also testified as to the productiveness of the soil and the sufficiency of the canals, as designed by Governor Broward and his successors, to drain the lands in the first instance, and their sufficiency for subsequent reclamation, as follows:

"The virgin muck is a coarsely fibrous substance; after cultivation it has taken place for several seasons it becomes a fine-grained soil of high agricultural productivity. Therefore, the canals that will be necessary to drain the Glades in the first instance will be ample for subsequent conditions." "Concerning all soil, the farmer has much to learn, but especially concerning muck soil. This commission in its going about the Everglades has gathered from old residents and from apparently reputable observers and experimenters more contradictory information about muck than the Commission's members have confronted about any other soil in all their professional lives." (Page 42, Randolph Report.)

Now that the world's attention has been called to the vast tropical climate, with abundant sunshine, an annual rainfall of 55 to 60 inches, well distributed, a climate similar to the Hawaiian Islands (noted for sugar production and enormous fruit production), I have no doubt whatever that my first prediction of 1881; when I recognized the wonderful fertility of the soil, that its altitude should be level and the possibility of their drainage by gravity, will be fully justified.

It is not to be wondered that the Everglades to Holland, evidenced by the known the diked lands of Holland are below sea level from two to fifteen feet; that the pump are used for drainage only. The Everglades are all above tide level from 15 to 20 feet, except the extreme southern end where "glades" occasionally overflow the Glades, which, however, can be prevented by the drainage and "artificial tidal gates" as practised in southeastern Louisiana and on the tidal marshes of Georgia and North Carolina.

When the progressive system of drainage, adopted by Governor Broward, endorsed and recommended by the National Commission and also by Fred C. Elliot in 1913 (now chief engineer) is adopted and not subject to change to some person or persons; when the present chief engineer (a competent, capable, experienced and reliable engineer) is authorized and permitted to superintend and direct the work of drainage in the field, select and employ his necessary competent assistants, relieved of conferences as to policies of the state government, and permitted to devote his entire time to the accomplishment of this vast project of internal improvement of such great importance to the future, wealth of the state and all her citizens, the Everglades will be drained and fitted for successful agriculture; the prophecy of my old friend and associate, Dr. Harvey W. Wiley in 1881 will be fulfilled; the vision of the late Governor Napoleon B. Broward, of 1905, will become a reality; and the Report of the Randolph Commission of 1913, will be fully justified as correct.

Since I am beginning to write this article, shortly after the appearance of an editorial in The Everglades News of February 26, "Locks Not An Obstacle," I have been a reality; and the Report of the Randolph Commission of 1913, will be fully justified as correct.

Plans have been before the board for some time for the construction of a number of new canals, among which are six leading out to the Indian River ocean, together with important improvements to existing canals, such as the extension of the West Palm Beach canal, now going on."

Should Governor Martin and his cabinet determine to continue this system of progressive drainage as outlined in this letter of the board, his administration will go down to history associated with that of Governors Blochman, Jennings and Broward as having accomplished the greatest system of internal improvement in any state of the Union for the benefit of the state's agricultural development, and will have added to the state's wealth many millions of dollars in excess of the cost of the drainage and reclamation of the Florida Everglades.

R. E. ROSE, Tallahassee, Florida, May 4, 1926.

Ten acres with canal frontage at South Bay. For price and terms see F. H. Friedman, Chosen, Fla.

FURNITURE AND HOUSE FURNISHINGS

Money spent for Furniture is an Investment, so why not spend it wisely? You do this when you trade with us. Our store is full of Bargains you cannot duplicate. Residents on the east and south shores of Lake Okechobee are invited to call and take advantage of these facts.

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LIVING ROOM FURNITURE

ICE BOXES REFRIGERATORS

BEDS SPRINGS MATTRESSES

SHADES LINOLEUM

KITCHEN CABINETS

RUGS

"Everything For The Home"

C. F. JENKINS FURNITURE CO.
Okeechobee, Fla.

GLADES WEATHER

Clewiston June 5, 1926.				
Date	High	Low	Rainfall	
30	89	70	0.00	
31	83	72	0.00	
1	83	65	0.00	
2	86	68	0.00	
3	85	66	0.00	
4	86	65	0.45	
5	87	67	0.30	

A MEMORY TO MR. HAGERTY
We'll travel the miles
But we'll miss the sweet smiles
Of him who has taken our toll;
He has gone on before
To that beautiful shore
Where peaceful billows roll.
—MRS. CHAS. WATTS.

PALM

BOAT & BUS LINE

SCHEDULE

9-HOUR SERVICE

West Palm Beach-Clewiston West Palm Beach-Port Myers			
Read down		Read up	
Westbound		Eastbound	
8:30 a.m.	West Palm Beach	6:00 p.m.	West Palm Beach
9:40 a.m.	Belle Glade	4:10 p.m.	Belle Glade
10:00 a.m.	Chosen	4:00 p.m.	Chosen
12:00 p.m.	Clewiston	12:45 p.m.	Clewiston
(One hour for lunch)			
2:50 p.m.	Moore Haven	11:00 a.m.	Moore Haven
4:30 p.m.	LaBelle	9:30 a.m.	LaBelle
Arr 6:00 p.m.	Port Myers	Le 8:30 a.m.	Port Myers

Daily
Ticket office: Florida Motor Lines,
120 N. Narcissus Street
West Palm Beach
Phone 571

A. L. FITZCHUGH,
731 Palm Street Phone 465W

Reclamation — Industry — Agriculture — Transportation

What This Word

CLEWISTON

MEANS

SUGARLAND DRAINAGE DISTRICT is the first great reclamation project in Florida with WATER CONTROL for agriculture that is now nearing completion. It covers 43,000 acres of the richest soil in the known world available for cultivation. This district adjoins and is associated with Clewiston in the soundest and most constructive thing in Florida today—the opening of a new, fertile country for industry and agriculture.

THAT IS ONLY ONE OF THE MANY THINGS CLEWISTON MEANS

We invite you to see ALL that it means for yourself, by paying a visit to

CLEWISTON

ON LAKE OKEECHOBEE

CLEWISTON SALES COMPANY

CLEWISTON, FLORIDA

Lake, Brees, Keep, Clewiston, Cool, All The Time

GUM-DIPPER

the Extra Process for Extra Miles!
Breaks all Tire Records

The 500 Mile Speed Classic at Indianapolis has always been a Battle of Tires. In 1911, Firestone won with fabric tires at 74.59 miles per hour. In 1920, Firestone won with cord tires at 88.55 miles per hour. In 1925, Firestone won with Full-Size Gum-Dipped Balloons at the record breaking average speed of 101.13 miles per hour.

In 1926, Firestone again won with Full-Size Gum-Dipped Balloons. The ten cars to finish "in the money" were all Firestone-equipped. They went the distance without a single blowout and but two tires—one due to a puncture and the other a leaky valve.

This performance is even more remarkable when you consider the terrific speeds at which the cars traveled over this fifteen-year-old, rough brick track.

Experienced race drivers will not risk their lives or chances of victory on any other tires. And in the commercial field, large trucks, motorbuses and taxi cab operators, who keep careful cost records are among the big users of Firestone Gum-Dipped Tires.

The City Transportation Co., of Tacoma, Wash., writes: "One of our 12 buses on Firestone Gum-Dipped Tires has gone over 40,600 miles and still looks good for many miles of extra service. For all around tire safety and mileage, Firestone cannot be beat."

From Calumet Motor Coach Co., Hammond, Ind., the following: "We operate 40 buses all equipped with Gum-Dipped Tires. The very few low cost per mile on which these tires operate is considerably less than that of any other make." Hayes Bus Lines, Columbia, S. C., writes: "We operate 19 buses equipped with Firestone Gum-Dipped Tires. A number of these tires have run over 45,000 miles without ever having been removed from the rim."

The largest taskmaster in the world stands on Firestone Gum-Dipped Tires. W. R. Rothwell, race car operator, Detroit, Mich., writes: "Two of my Firestone Gum-Dipped Tires have run 76,000 miles."

Hundreds of thousands of car owners voluntarily testify to the safety, comfort and economy of Full-Size Gum-Dipped Balloons. W. H. Peacock, Birmingham, Ala., testifies: "I have had Firestone Balloons for thirteen months and they have delivered in that time 24,469 miles." H. C. Stead, Minneapolis, Minn., says: "My Firestone Balloons have gone 49,900 miles and are still in good condition."

These records of endurance, speed, safety and mileage could only have been made because of Firestone development of the Gum-Dipping process which insulates and saturates every fiber of every cord with rubber, reducing friction and heat and building greater strength and endurance in the cords—insuring you at all times—

MOST MILES PER DOLLAR

Firestone

SUGAR MILL COMMISSARY

We also sell Oldfield Tires and Tubes at Remarkably Low Prices—Made at the Great Firestone Factories and Carry the Standard Guarantee.

AMERICANS SHOULD PRODUCE THEIR OWN RUBBER... *Harvey Friedman*